

## Revisions to Wisconsin Statutes Chapter NR 5 (Effective June 1, 2015)

- Added Slow No Wake within 100' of patrol boat displaying emergency lights. *Due to public safety and law enforcement officer safety concerns, WDNR requested a variation of the "move over law" currently in place on highways.*
- Prohibits vessel owners from displaying blue colored lights which may be confused with an authorized patrol or emergency vessel. *Pleasure boaters with aftermarket blue LED lighting can easily be mistaken for law enforcement in the dark of night.*
- Revised Noise Level Testing Requirements – Corrected Noise Level Testing Requirements to meet Society of Automotive Engineers recommended practices. *Previous language contained in NR 5.125 referred to testing methods J34a, J1970 or J2005. SAE only refers to J34 not J34a. Updates to the J34 Monitoring Test reflect a correction factor to a 50' distance/regulation and in J1970 (4.2.1) specifically states: "The applicable reading does not require the measured boat to be at any specific distance from the shoreline or microphone". Officers should not be limited by a minimum distance requirement in code and should rely on each Test Procedure.*
- Adds a requirement to label approved waterway markers with a department assigned number to allow law enforcement officers to determine the legality of markers that have been placed. *We are finalizing the process of assigning and educating applicants on the proper labeling of waterway markers as new permit applications are approved and will share that information with you when it is finalized.*
- Removed sailboards from the personal flotation device requirements per s. 30.62(3)(a).
- Modifications to meet federal requirements include:
- Added carriage of visual distress signals in waters where required under Title 33 Code of Federal Regulations (CFR), Part 175 Subpart C. *The U.S. Coast Guard District Legal Office has determined that based on its geographic position, Lake Winnebago does not fit the applicability standards; therefore visual distress signals are not required while operating on that waterbody.*
- Added carriage of a sound-producing device where required under the Navigation Rules; International-Inland.

- Revisions to application information for boat certificate or number and application for transfer to meet federal requirements. *Changes to federal regulations require the collection of unique identification information for each vessel owner who applies for a certificate of number.*
- Require the state issuing authority verify that the owner of a vessel that is issued a state-assigned hull identification number has permanently affixed the assigned hull identification number to the vessel in compliance with 33 CFR Part 181, subpart C. Vessel owners will be required to verify that a valid primary vessel HIN has been affixed to the vessel for which a certificate of number is issued, renewed, or upon the transfer of a vessel's ownership. *This verification will be completed by the Bureau of Customer and Outreach Services as state-issued hull identification numbers are generated. There is no expectation that law enforcement will be involved in this verification process.*
- Changes the term "state of principal use" to "state of principal operation" as required by 33 CFR Part 174. State of principal operation means the State in whose waters a vessel is or will be operated most during a calendar year.

Revises personal flotation device requirements to remove type requirements and replace with the terms wearable and throwable personal flotation devices as modified by 33 CFR Part 175.